

BRANCHLINE

PUBLISHED BY THE BYTON RAILROAD SOCIETY INC.,

FOR THE

OTTAWA BRANCH OF THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

Volume 3,

October, 1971.

NOTICE OF MEETING

The next meeting of the Ottawa Branch of the Canadian Railroad Historical Association will be held on Tuesday 2nd. November, 1971., at 2000 hours in the Museum of Science & Technology. The speaker for the evening will be one of our members, Robert Meldrum, who will present a programme of slides under the title of 'Recent Steam Around The World'.

PRESIDENT'S MESSAGE

All Members,
Ottawa C.R.H.A.

Dear Friends,

The 1971 Maniwaki trip is now over and history. I am delighted to report that it was a great success, both in terms of enjoyment and the fact that it was a sound venture financially, there being some doubts in this area expressed by all concerned prior to the trip. Many people complimented us on how well we were organised and how well the trip was being handled, even the weather was perfect. I assured most that having perfect weather was no accident as we are so well organised and with lines of communication absolutely everywhere, we left nothing to chance.

The trip had other 'spin off' advantages, some of which are as follows :-

- a. It made many people aware of our existence and some interested in becoming members.
- b. It proved that many are willing to spend as much as \$ 11.50 per person for a train ride into our beautiful Gatineau valley.
- c. It laid the groundwork for open discussion and consideration of similar excursions on some regular basis.
- d. It established lines of communication with people in Maniwaki, notably the Mayor, who are interested in seeing more of this sort of thing done in the future.

The Fall is now upon us, our outdoor restoration work is slowing to a halt and soon we will move indoors at the Science Museum to our annual winter works project of locomotive restoration. Hopefully CP.926 will get a lot more done to it, the new buffer beam is now ready for installation for

a start; a new coal box is still required and painted lettering and numbering remains to be done. We barely scratched the surface of CP.2858 last winter - so there's lots to be done there, and of course for John Frayne there's always 713, I believe it needs a rub down or something! The same John Frayne is also lining up some interesting meetings for the cold winter nights.

I would be remiss in my duty I am sure, if I failed to mention in this monthly letter the fact that our Past President, Bob Elliot, will be leaving Canada to work in the U.K., probably before the end of the year. His parting will be our loss and the U.K.'s gain. Bob has been with us from the first night of this Branch's founding in the old Y.M.C.A. building over six years ago. He has served on many executives in various capacities, he has scraped paint, sawn boards, had his hands in the dirt and generally done every job that has fallen his way and some that didn't. It is my pleasure to wish Bob and his gracious wife, Helen, the very best wishes of this Branch where-ever they may go.

Most sincerely,

DUNCAN H. du FRESNE.

President, Ottawa C.R.H.A.

THE OCTOBER
EXECUTIVE

The 46th meeting of the executive of the Ottawa Branch CRHA was held at the home of the President, Dunc. duFresne on 28th. September, 1971. Present were three executive officers and eight committee members.

The main business of the evening concerned the October Fall Foliage Excursion which was scheduled for Sunday, 3rd. October, 1971. The arrangements for this excursion were discussed in detail and all concerned were carefully briefed on their responsibilities.

THE OCTOBER
MEETING

The branch met for its regular monthly meeting on 5th October, 1971., in the Museum of Science & Technology. The President, Dunc. du Fresne was in the chair with 46 members present.

The guest speaker of the evening was Mr. Denis Peters of the CP Research Department who introduced two CP feature films entitled, 'Super Train' and 'Multiplicity'. The first described the operation of CP's new unit coal trains, which regularly convey coal from Sparwood, BC., in the heart of the Rockies to the ship loading dock at Roberts Bank; the second was a kaleidoscope of colour and events giving a broad view of CP's activities on land, sea and air. Both films were extremely interesting and much appreciated by all those present. Mr. Peters has recently returned from a trip across Canada with CP Bygones in the 1920 private cars, 'Fort Smith' and 'Mount Stephens'. In his introductory remarks he spoke of his trip and made mention of some of the views which had been expressed by

members of the public on the question of the future operations of passenger trains in Canada. He said that CP had taken note of these views which would be taken into consideration in their future studies of this problem. He assured the members of CP's continuing interest in rail fan trips !!!

The evening concluded with yet another enjoyable session of 'Members Choice' with films and slides shown by Bill Williams, Bob Elliot and Rob Millikin.

During the evening's business session the President made mention of the following points :-

The Fall Foliage Excursion. The President said that the Maniwaki trip had been a big success in every respect, including the financial one. It was the largest undertaking the Branch had ever undertaken and he was glad to be able to report that for a change, we did not finish up in the red. He thanked the members of the Branch for their support in this venture and made special mention of :-

Bill Williams. our business manager who worked long hours into the night, sorting out all the multitudinous problems.

Rob Millikin. our publicity agent whose work amongst the news media was undoubtedly responsible for the influx of passengers in the final days before the trip.

Doug. Campbell, Bill Linley & Bruce Chapman. who were responsible for the scheduling of the trip's photo stops and run pasts.

Rolly Lafleur & Len Rowlands. who headed the safety committee. The complete lack of incidents on this trip is a measure of their good work.

Bruce Ballantyne. who produced a special article which was used in the Saturday issue of the Journal.

Bob Elliot, John Frayne & all those who in their various ways ensured the success of the trip.

He said that Mr. Fullerton of the National Capital Commission had been invited to take the trip, but being unable to do so he had sent along his assistant, Mr. Roderick Clack. An enthusiastic letter of thanks had been received from Mr. Clack assuring the Branch of the N.C.C's support in any future schemes of this nature.

Finally acknowledgement was made of the sum of \$ 40.00 given as a donation to the trip funds by Messrs. Campbell, Linley, Parkinson & Wickson who followed the trip by road, photographing as they went.

TRACTION
NEWS

Tom Parkinson reports.....

In my last column I talked about a rail trip to San Francisco, the West Coast Mecca for traction enthusiasts. The San Francisco Municipal Railway, generally known as Muni, operates some

500 buses, 360 trolley buses, 110 PCC streetcars and 34 cable cars through-

out this compact and beautiful city of 800,000 people. Many changes are planned for the near future which will expand coverage of transit service by electric traction, a considerable reversal from most cities in the last decade.

San Francisco, neatly contained between the Pacific Ocean and San Francisco Bay, is ideal territory for Muni's efficient transit operation. Unfortunately, efficiency isn't Muni's strong point, however, the city has managed to retain a flat 25 cent fare with extensive transfer privileges, but requires a considerable subsidy. Muni has for a long time had the highest hourly rate for operators in North America, although it recently shared this honour with New York. The quality of operators appears to leave a great deal to be desired, partly due to the great difficulty of disciplining or discharging employees, who are hired by the Municipal Public Service Commission.

Trolley coaches operate on 13 routes and seem to tie the city together with the complexity and extent of their operation. Muni had the newest trolley coaches in North America prior to the rebuilds from Western Flyer for Toronto. The condition of these buses is good, although they have the hard ride associated with electric buses. They storm up and down the steep grades with alacrity, having a special boost button which holds their control in full series, to prevent overheating resistors on the grades.

There are five streetcar lines, all operating from the City Centre along Market Street and branching off to their various destinations. Route J-CHURCH is 4.3 miles long and has a delightful two blocks section of right-away between 20th and 22nd Streets, where the line goes into a heavily super-elevated double S curve to avoid the steep grade on Church Street. Routes K-INGLESIDE, L-TARAVAL and M-OCEANVIEW operate through the two-mile Twin Peaks Tunnel before branching off. The routes are 7.3, 8.1 and 8.2 miles long respectively. The fifth route is N-JUDAH, which branches off Market Street through the 4,600-foot long Sunset Tunnel, it is 7.1 miles long. Lines M and J wye at their terminals while all other routes have loops, the system has three other wyes for short workings. Cars are operated out of an interesting barn at Geneva and San Jose, all cars are kept under cover and have back-up control and front poles for reversal into the barn. Non FCC equipment consists of a passenger car, rail grinder, line car and two work cars. Maintenance on the cars is fair to poor, although they are in relatively good electrical and mechanical shape, they tend to have torn floorings, slashed seats and a quota of broken windows. The barn is almost a mile beyond the terminus of Line K and it has an unusual single-track spur into the paint shop and the repair shop.

These five streetcar lines are being improved as part of the BART Subway construction. They will operate the length of Market Street in a tunnel below the street surface but above the BART Subway. At the outer end, the terminus of Route N will be connected with the terminus of Route L by a new double-track construction almost a mile long, parallel to the Pacific Ocean shoreline, thus permitting each route to operate as a circular service. Eighty new articulated streetcars (6 axle) will be acquired to operate these renovated lines. Problems have occurred when the first bids on these cars were opened with prices in the range of \$ 500,000 a car. As a result, the specifications are being revised to remove some of the gold-plating and it is hoped that new bids will come in at around \$ 300,000. Both Japanese and German streetcar manufacturers are intending to bid on this revised specification. Duwag is regarded as a prime contender, but may fail because of the strong 'buy American' attitude.

San Francisco has three cablecar lines, 59. Powell - Mason and 60. Powell - Hyde, operated by single end cars and sharing a common turntable at Market and Powell, with the third line, 61. California, operated by double end cars, retaining the livery of the former independant company. Extensions are planned to the Powell - Mason line to bring it closer to Fishermen's Wharf. Route 59 is 1.64 miles long, 60 is 2.19 and 61 is 1.6 miles long. The California Avenue cars operate on a substantially reduced roadway as they are not in a prominent location for the hordes of tourists. All three routes operate out of a combined barn and power house at Mason Street between Jackson and Washington. The system is run by four separate cables, driven by a single 750 hp electric motor. Riding the cars is an experience you must have once in your lifetime.

Equipment Roster: San Francisco Municipal Railway.

1006-1015 Aug.1948. Originally double-end with LH doors now blocked off (GE)
 1016-1040 Nov.1951. (Westinghouse)
 1101-1166 Leased second-hand from St.Louis Public. Spring 1957 (GE)
 1167-1170 Purchased second-hand from St.Louis Public Service. 1962. (GE)
 0304 line car, 0130 crane car, 0131 tow car, 0109 rail grinder, 01 work car.
 501-527 Single end cable cars for the Powell, Hyde/Mason lines.
 49 -60 Double end cable cars for the California Street line.

NEWS AND
VIEWS

THE FALL FOLIAGE EXCURSION - 1971

by

Branchline's Staff Reporter.

At 8 o'clock on Sunday, 3rd October, 1971., a CP Special slid quietly out of Ottawa's Union Station and headed out across the Alta Vista bridge bound for the Gatineau Valley and Maniwaki. The special, made up of five 2200 series coaches in many colour schemes hauled by a General Motors MD FP7 diesel-electric locomotive, carried 300 members of the Branch, the Historical Society of the Gatineau and the general public on a grand fan trip. The weather and the arrangements were excellent and the Gatineau Valley displayed its colours to perfection in the brilliant sunshine. There was plenty of time and opportunity for all to enjoy them as the time schedule was generous, allowing $3\frac{1}{4}$ hours for the outward journey and $4\frac{1}{2}$ hours for the return.

For many it was a trip down memory lane. As every curve was rounded, ladies revealed hitherto untold secrets of the days of their youth, whilst men recalled incidents in those bygone days when the railroad was the only link between Maniwaki and Ottawa once the winter snows fell. All around one heard conversations which began 'Do you remember.....' For the newcomers there were plenty of hand-outs about the line and its history.

For Dunc, duPresne and his executive it was the culmination of many hours of hard work as they fought and struggled to fill the train for this, the branch's biggest undertaking. Our grateful thanks go out to all those who worked so hard to ensure the success of the trip ; Dunc has made special mention of these hard working members, elsewhere in this issue.

It was an event with which the Branch can be well pleased and we hope that it will ensure the continuance of rail fan trips for many years to come.

A RAILROAD HISTORY QUIZ

How high do you rate your knowledge of railroad history? Charlie Casey has presented us with an opportunity to find out with the following questions.

If time permits these will be discussed at the monthly meeting, but in any case the answers will be given in the November Branchline. Here is a chance for you all to improve your knowledge, because in looking for the answers to these questions, you will undoubtedly come across other interesting facts and figures.

- Question No.1. When was the first road of rails built in North America ?
- Question No.2. What was the first Railroad charter ?
- Question No.3. What is the origin of the cowcatcher ?
- Question No.4. Describe the first headlight..
- Question No.5. In the U.S. were federal land grants gifts to the railroads ?
- Question No.6. In what year did railway construction in North America reach its peak ?
- Question No.7. What was the date of the first railroad snow plough?
- Question No.8. When was standard time adopted ?
- Question No.9. What was the first locomotive to attain a speed of over 100 miles per hour ?
- Question No.10. How much contraction and expansion occurs in continuous rails due to temperature change ?

BOOKS AND AUTHORS

Branchline's literary critic Gandy Dancer reviews.....

A LOCOMOTIVE ENGINEER'S ALBUM (1965 Edn)
by George Abdill.

(Published by The Superior Publishing Company, 708 Sixth Ave.N.
Washington, 98111.) \$ 3.95

Library Accession Number: 621 : 130973 : A : 135.

This a delightful picture book of cabbage stacks, long-snouted pilots and slim wheels. There are lots of gold leaf, scrolls, shields, chain link and banners, paintings on the headlight case, cab sides and occasionally tenders ; dainty 4-4-0s and a number of the more interesting and obscure details. George Abdill writes with a love for the historical rly equipment of a simpler world. He has divided his book into seven parts ; real old-timers, public display items, experimental, north-eastern US, southern US, the West and some narrow gauge. There are some logging shots, some shots of some spectacular accidents and a good deal of real soot and cinders atmosphere. There are a number of items of interest to Canadians ; two of the Great Western Railway's ADAM BROWN about 1870, two from the Quebec, Montreal, Ottawa & Occidental, one from the Midland, one from the Grand Trunk, three beauties from the C.P.R including a magnificent long range shot of the Fraser Canyon and an accident on the P.G.E.

Purists will probably quibble over some of Mr. Abdill's facts. He writes a good caption and discusses his subject with warmth and enthusiasm, and for most of us that is enough. This is a pleasant book to pick up and browse through. George Abdill acknowledges a great debt to the old-time photographers ; we owe him a debt for the pleasure this book can bring. 'Worth reading'.

THE
EDITOR
SPEAKS

The editorial staff has been has been on a private fan trip up the Ontario Northland to Moosonee this month, so the circulation of the Branchline is a little late. But none-the-less it will be in your mail box in good time to remind you of the November meeting.

Thanks to all those who have sent along contributions for the monthly issues. You can rest assured that good use will be made of them.

Hugh Stowell, our achivist, has now completed an inventory of the Branch's library of books and railway treasures together with details of those items of railway impedimenta which members are prepared to allow out on loan. Copies of this inventory will be circulated to all members in the form of a special supplement to the Branchline, as soon as it is to hand.

'Welcome Aboard'

Our latest new members :-

Gordon Keeler,
P.O. Box 36,
R.R. No.2. Richmond, Ontario.

Tom Newton,
7. Belledune Road,
Ottawa.
